

## **MEETING RECORD**

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, February 15, 2006, 12:00 p.m., Rm. 113, First Floor, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Jon Carlson, Gene Carroll, Dick Esseks, Lynn Sunderman and Tommy Taylor; Gerry Krieser, Roger Larson, Melinda Pearson and Mary Strand absent

**OTHERS IN ATTENDANCE:** Mike Piernicky of Olsson Associates; Marvin Krout, Kent Morgan, Mike DeKalb, Steve Henrichsen, David Cary, Sara Hartzell and Michele Abendroth of the Planning Department; Mike Brienzo, Randy Hoskins and Virendra Singh of Public Works & Utilities; Jon Camp; City Council member; other interested parties.

**STATED PURPOSE OF MEETING:** **2030 Transportation Model Results**

The meeting was called to order at 12:00 p.m.

Virendra Singh introduced Mike Piernicky of Olsson Associates. Piernicky began with a PowerPoint presentation and stated that the calibration and validation of the 2004 existing network model was approved by the Officials Committee on February 2<sup>nd</sup>. Today he will review the 2030 model overview, the 2030 no-build network and comparisons of the 2030 land use with the 2025 approved Comp Plan road network.

Piernicky stated that the level of service is a letter grading scale of A through F and is tied to a percent reduction in the posted speed for each of the roadway links within the network.

With regard to trip generation, there were 1.478 million daily person trips in the MPO networks in the 2004 model. With the 2030 land use, it is projected that there will be 2.396 million trips per day.

In terms of non-auto trips, there were 25,488 daily trips. With the 2030 land use, it is projected that there will be 40,478 trips per day of the non-auto type.

Within the 2004 calibrated model, there were 910,591 vehicle trips per day. That number is projected to become 1.481 million for the 2030 model. This is a significant increase.

Piernicky presented the 2030 land use on the no-build network. If there were no transportation improvements, the roadway network would experience service levels of D, E and F throughout the majority of the network based on the projections. There are significant portions of Highway 34, Highway 6, O Street, parts of the Homestead Expressway, Normal Boulevard, the West Bypass, 9<sup>th</sup> and 10<sup>th</sup> Streets and Highway 2 that are service level F.

With the 2030 land use on the 2025 approved Comp Plan networks, although it improves, there are still significant portions that are service levels of D, E and F.

As you look at the 2030 land use and how it relates to level of service, the City has done a good job of keeping downtown vibrant and making it the main employment center. But the more trips that are required to one location, the greater the need is for arterial street improvements to get traffic to that area.

Krout asked if Lincoln's trip lengths are longer than other comparable communities due to having one major employment center. Piernicky stated that Lincoln has similar trip lengths to other comparable communities.

Esseks asked if the level of sensitivity analysis can be adjusted. Piernicky stated the model will predict the amount of traffic on a road to determine what size of roadway is needed. Most of the time, plus or minus 10-15% will not make a significant difference in determining the needs for the network.

Taylor asked how trail networking would impact the model. Piernicky stated that the percentage of non-auto trips is so small that it will not significantly impact the recommendations.

Carlson questioned if the ranges in the levels of service should be stretched. Piernicky recommended that the ranges not be changed because there is a standard across the nation. This will allow Lincoln to be compared to other communities.

Esseks asked Hoskins if a recommendation will be made on major structural investments. Hoskins stated that they will not see any significant changes from the 2025 plan. Main projects include East Beltway, South Beltway and Antelope Valley. If the Commission would like them to go in greater depth, they could do that.

Carlson noted that he wants to be clear on what level of service we are striving to achieve. Krout stated that there is a standard in the Comp Plan that states that roads should be at level of service C. How this is interpreted is subject to review.

Piernicky pointed out that our prediction of the land use and the resulting trips in the network have traditionally been low. It is not that the model does not work, but it is important to keep this in mind as we go through the process.

Esseks questioned if we would want to overstate our predictions since we have traditionally been low. Piernicky stated that we can adjust our land use up, but that may be arbitrary as we are using the best data available on what we think will happen.

Taylor asked if service level A is achievable. Piernicky stated that it is and identified the Interstate system, East O Street, and W. 48<sup>th</sup> Street as examples. It is important to keep in mind that service level A is not an imaginary figure as 15% of people will travel over the posted speed limit.

Hoskins distributed the existing street and roadway improvement map in the Comp Plan. There are fairly dense network improvements around the outer edges and a few projects in the inner portion of the City. He also distributed the model run results from that network using the 2025 land use. A map of the minimal impact projects with and without widening was shared with the Commission members. A map of the proposed 2030 transportation plan update was also distributed. If you compare it to the 2025 plan, they are proposing fewer street improvements. That is the reality of our current funding situation. When they looked at the 2025 plan, they made some assumptions regarding additional funding sources. Based on current funding projections, they would not be able to build the 2025 plan even in 2030. He asked the Commission members to review the maps and pose any questions or concerns to him prior to the next Commission meeting.

Krout asked Hoskins if he could point out the changes between the 2025 plan and the 2030 plan. Hoskins replied that on the 2025 map, they tried to make any of the outer edge roads in the urbanized area 4+1 streets. Everything else would be 2+1 streets. There are a number of intersections within the City that are identified as needing improvements by 2030 in order to remain operational. The State has proposed some projects such as 6 lanes on I-80, 4 lanes on East and West O Street, and 4 lanes on Highway 34. They have included those projects on the map as well. They are trying to balance needed infrastructure to the outer edges of the City while recognizing that some of the outer edges are moving to the built-up inner edges.

Krout asked if cost estimates and order of magnitude revenue estimates will be provided. Hoskins stated that they are working toward that.

The meeting was adjourned at 12:50 p.m.

Respectfully submitted,

Michele Abendroth  
Planning Department